

CHINA



MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

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號四月七年七十七百八千一英

HONGKONG, WEDNESDAY, JULY 4, 1877.

日四廿月五年丑丁

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GOTT, Ludgate Circus. E. C. BATES, HENDY & Co., 4, Old Jewry. R. C. SAMUEL DEACON & Co., 160 & 164, Leadenhall Street.

NEW YORK:—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTT, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally:—BRAN & BLACK, San Francisco.

CHINA:—SWATOW, QUEEN & CAMPBELL, Amoy. WILSON, NICHOLLS & Co., Foochow. HEDDER & Co., Shanghai. LANE, CRAWFORD & Co., and KELLY & WATSON, Manila. C. HENDERSON & Co., Macao. L. A. DA GAMA.

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$5,000,000 Dollars.

RESERVE FUND, 600,000 Dollars.

COURT OF DIRECTORS.

Chairman—H. HOFFMANN, Esq.

Deputy Chairman—F. D. SASSOON, Esq.

E. R. BELLING, Esq. WILHELM REINERS, Esq.

W. H. FORBES, Esq. Ed. TOBIN, Esq.

H. W. KESWICK, Esq. A. McIVER, Esq.

CHIEF MANAGER.

Hongkong, J. THOMAS JACKSON, Esq. Manager.

Shanghai, E. W. CAMERON, Esq. Manager.

LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED

ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—

For 3 months, 2 per cent. per annum.

" 6 " 4 per cent. " "

" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,

Chief Manager.

Offices of the Corporation, No. 1, Queen's Road East.

Hongkong, March 29, 1876.

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

CAPITAL, £200,000.

RESERVE FUND, £110,000.

BANKERS.

THE BANK OF ENGLAND.

THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH IN HONGKONG grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange Business.

Local Bills discounted, and interest allowed on Current Accounts and on Deposits for fixed periods on terms which may be ascertained on application.

Notices of Firms.

NOTICE.

M. R. WILHELM CARL ENGELBRECHT von PUSTAU, Junior, and Mr. CONRAD MUNRO DONNER, have been admitted Partners in our Firm from the First of January, 1877.

WM. PUSTAU & Co.,

Hongkong, Canton, Shanghai.

Hongkong, April 18, 1877. jyl6

NOTICE.

FROM This Date Mr. EDWARD SHEPPARD and Mr. M. W. GREGG, are authorized to Sign the name of our Firm per Procuration at Foochow, and Mr. F. E. ELWELL at Amoy.

RUSSELL & Co.

China, June 1, 1877. del

NOTICE.

M. R. F. O. DITTMER is authorized to Sign our Firm per Procuration.

SANDER & Co.

Hongkong, June 23, 1877.

NOTICE.

M. R. EDWARD BURNIE will Conduct the Business of my Office, during my Temporary Absence from the Colony.

R. B. CAIRNS,

Surveyor to Local Offices, and Lloyd's Register of Shipping.

2, Club Chambers, Hongkong, March 17, 1877. ss18

Notices of Firms.

NOTICE.

THE Undersigned has been Appointed AGENT at this Port for THE PORTUGAL GOVERNMENT SECURITY LIFE ASSURANCE COMPANY (LIMITED).

W. H. NOTLEY.

Hongkong, June 6, 1877.

NOTICE.

BY Mutual Consent, the Firm of FREEBES, RODATZ & Co. has been DISSOLVED on this Day.

R. FREEBES.

G. C. F. RODATZ.

Hongkong, June 30, 1877.

THE Undersigned, Establishing themselves This Day as SHIPCHANDLERS and GENERAL STOREKEEPERS under the Style and Firm of RODATZ & Co., have taken over the Business of the late Firm of FREEBES, RODATZ & Co.

G. C. F. RODATZ.

O. KOCH.

Hongkong, July 2, 1877. and

NOTICE.

I HAVE This Day Established myself as SHIPBROKER.

ROBERT DROSS.

Hongkong, June 26, 1877. jyl9

Auctions.

GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will sell

by Public Auction, in their Sale Room, Praya Central, on

FRIDAY,

the 6th July, 1877, at Noon,—

ALBUMS, Pocket Books, Purse,

Portfolios, Travelling Desks, Cotton

Stocks, Stockings, Butcher's Knives,

Tooth Brushes, Silk Umbrellas, Whips,

Plated Salvers, Tea Sets, Butter Dishes,

Cologne Water, and Perfumery.

&c., &c., &c.

Also,

12 Clocks.

50 Long Enfield Rifles.

100 Short do. do.

100 Cavalry Carbines.

100 Navy Pistols.

25 bags White California Beans.

22 coils Manila Rope.

2 Hawsers.

2 bales Hemp.

1 bale China Medicine.

14 casks Porter.

1 Large Copper Lamp.

1 lot Eley's Cartridges.

1 box Silk.

TERMS OF SALE.—Cash before delivery

in Mexican Dollars, weighed at 7.1.7.

The Lot or Lots, with all faults and errors

of description, at purchaser's risk on the

fall of the hammer.

Hongkong, July 3, 1877. jyl6

PUBLIC AUCTION.

THE Undersigned has received instructions from W. H. Mossor, Esq.,

Marshal of the Vice-Admiralty Court of

Hongkong, to sell by Public Auction, on

MONDAY,

the 9th day of July, 1877, at Noon, on

Board,—

The American Barkentine

"ROSINA,"

Of 406 Tons Register or thereabouts,

as she now lies in the Harbour of Hong-

kong, with Two Suits of Working

SAILS, One Suit NEW SAILS,

1,500 superficial feet LUMBER, PRO-

VISIONS, CHAINS, ANCHORS,

BOATS, and all her Appurtenances.

The Vessel was Remetalled and Re-

paired in New York, in December, 1874,

and there classed "A1," for Four Years

in American Lloyd's. She was again Re-

metalled and Repaired at Melbourne,

in November, 1876, at a Cost of about

\$1,000 and supplied with the New Suit

of Sails referred to at a Cost of over \$200,

and was then certified by the Surveyor

to the Merchant Shipping and Under-

writers Association Limited, as being fit

to Carry Dry and Perishable Cargo to

any part of the World. She Carries

580 tons of Coals or 800 tons Light

Cargo of 40 cubic feet, 9,000 piculs of

Rice on 14 feet Draft. She is a fast

Sailing Vessel, and is in Complete Order

for Sea on the shortest notice.

She has Four BOW TIMBER

PORTS, two in the Lowest Hold 92 x 33

inches, and two in the Tween Decks

40 x 28 inches.

For further Particulars and inventory,

apply to the Undersigned.

TERMS OF SALE.—Cash on the fall of

the hammer in Mexican Dollars weighed

at 7.1.7.

The Vessel to be at purchaser's risk

on the fall of the hammer

J. M. ARMSTRONG,

Government Auctioneer.

Hongkong, June 18, 1877. jyl8

Auctions.

SPANISH CONSULATE.

TO BE SOLD BY PUBLIC AUCTION, at the Offices of the Marine Department, Manila, on the 6th day of September next, at 10 o'clock A.M., the Spanish War Vessels "BERENGUELA" and "CIROE" (declared by the Government "useless for further service").

Conditions of Sale, Inventory, Form of Tender, and all other Particulars respecting the above, can be obtained at the Offices of this Consulate.

The upset Prices of the Vessels will be for the

Frigate "BERENGUELA" ... \$20,326.98

Corvette "CIROE" ... \$ 5,278.27

and no offer will be received which does not exceed these amounts.

A. FARAUO,

Consul for Spain.

Hongkong, June 12, 1877. jyl2

For Sale.

AERATED WATERS,

IN

CODD'S PATENT GLASS STOP-

PERED BOTTLES.

FROM the 1st July, the Price of all

kinds of AERATED WATERS

will be only

FORTY CENTS Per Dozen.

SARSAPARILLA WATER,

75 Cents per Dozen.

ED. CHASTEL,

2, Wyndham Street, opposite the

HONGKONG CLUB.

Hongkong, June 30, 1877. jyl8

FOR SALE.

CUTLER, PALMER & Co.'s

Celebrated

Brands of WINES and SPIRITS.

Apply to

SIEMSEN & Co.

Hongkong, June 22, 1876.

FOR SALE.

HENRIOT & Co.'s CHAMPAGNE,

Carte Blanche "Dry."

TH. ROEDERER & Co.'s CHAMPAGNE,

Carte Blanche.

JOHN DURAND & Co.'s CLARETS and

WHITE WINES.

STARBUCK & KENTISH'S PORTS and

SHERIES.

MOULON & Co.'s COGNACS, 1, 2, 3 Stars.

BLANCHY FRERES & Co.'s COGNACS.

JUSTUS LEMBEKE & Co.

Hongkong, April 9, 1877. jyl9

NOW READY.

A CHINESE DICTIONARY IN THE

CANTONESE DIALECT. Part I.

A to K, with Introduction. Royal 8vo.

pp. 202.—By ERNEST JOHN EITEL, Ph.D.

Tibingen.

Price: TWO DOLLARS AND A HALF.

To be had from MESSRS LANE, CRAWFORD

& Co., Hongkong and Shanghai; and Messrs

KELLY & WALSH, Shanghai.

Hongkong, February 8, 1877.

Intimations.

HONGKONG GENERAL CHAMBER

OF COMMERCE.

NOTICE.

THE POST of SECRETARY will be

come vacant on 1st August next.

Applications, addressed to the CHAIRMAN,

will be received up to Noon of the 21st

July, prox. Salary, \$1,500 per Annum.

Hongkong, June 26, 1877.

CANTON INSURANCE OFFICE.

ADJUSTMENT OF BONDS FOR THE YEAR

1876.

SHAREHOLDERS in the above Office

are requested to furnish the Under-

signed with a List of their Contribution

for the Year ending 31st December, 1876,

in order that the distribution of the Net

Profits reserved for Contributors may be

arranged. Returns not rendered prior to

the 31st August next, will be adjusted by

the Office, and no Claims or Alterations will

be subsequently admitted.

JARDINE, MATHESON & Co.,

General Agents.

Hongkong, May 1, 1877. sel

NOTICE.

THE Undersigned regret to inform their

Customers, that in consequence of the

VERY GREAT ADVANCE in the Price of

FLOUR, they will be compelled TO RAISE

the Price of their First Quality BREAD

One Cent per Pound, Commencing from the

1st July, 1877.

HONGKONG AND CHINA BAKERY Co.,

LIMITED.

LANE, CRAWFORD & Co.,

General Managers.

DORABJEE KOWROJEE.

Hongkong, June 21, 1877. jyl2

Intimations.

PIANOS, Etc.

TUNED AND REPAIRED.

BY

A. HAHN,

Care of Messrs LANE, CRAWFORD & Co.,

or

Messrs CHAS. J. GAUFF & Co.

Hongkong, June 8, 1877. jyl8

W. BALL,

CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS,

Intimations.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ROBINA, American 3-m. schooner, Capt. C. W. Hansen.—Arnold, Karberg & Co.
HANNAH LAW, British ship, Captain R. Grogg.—P. & O. S. N. Co.

HIBERNIA, British brig, Capt. T. A. Koob.—Landstein & Co.

ECHO, British barque, Captain Tozer.—Arnold, Karberg & Co.

ROBT. HENDERSON, British barque, Capt. John J. Gunn.—Vogel, Hagedorn & Co.

BROWN BROTHERS, American ship, Capt. D. S. Goodell.—P. & O. S. N. Co.

MATCHLESS, American ship, Capt. John C. Dawes.—Douglas Lapraik & Co.

VISCOUNT MADOFF, British 3-m. schooner, Capt. Wm. Wright.—Borneo Co., Limited.

CORINNA, British barque, Captain Wm. Robertson.—Wiel & Co.

JOTUN, Norwegian ship, Capt. P. Hauff.—Melchers & Co.

LEADING WIND, American ship, Captain F. M. Hinckley.—Meyer & Co.

CHARLOTTE ANDREWS, British barque, Captain George Place.—Rozario & Co.

LOUISA, German 3-m. schooner, Captain H. Schierloh.—E. Schellhaus & Co.

JALO, Russian ship, Capt. C. F. Moberg.—Order.

Notices to Consignees.

BRITISH STEAMER *MIKADO*, Barclay, Master, FROM LONDON via SINGAPORE.

CONSIGNEES of Cargo by the above Steamer are hereby informed that their Goods are being landed and stored at their risk in the Godowns of the Underigned, from whence delivery may be obtained.

Consignees wishing to take delivery of their Goods from the Boats alongside the Wharf are at liberty to do so.

Goods remaining in store after the 6th July will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary is given by 2 o'clock To-day.

Bills of Lading will be countersigned by

WM. PUSTAU & Co.,
Agents S. S. Mthado.

Hongkong, June 28, 1877. j16

S. S. *GLENFALLOCH*,
FROM LONDON AND SINGAPORE.

THE above Steamer having arrived, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk and stored by the Underigned in their Godowns, whence and/or from the Wharf or Boats delivery may be obtained.

Optional Cargo will be forwarded to Shanghai, unless notice to the contrary is given before 3 p.m. To-day.

Cargo remaining undelivered after the 9th Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
Agents.

Hongkong, July 2, 1877. j19

FROM CALCUTTA, PENANG AND SINGAPORE.

THE S. S. *Venice* having arrived, Consignees of Cargo by her are hereby requested to send their Bills of Lading for countersignature to the Underigned, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

JARDINE, MATHESON & Co.,
Agents.

Hongkong, July 3, 1877. j110

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship *Arratoon* Apsar, Captain MacAvish, having arrived from the above Ports, Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Underigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, July 3, 1877. j110

BARQUE *CHINAMAN*, FROM LONDON.

THIS Vessel having arrived, Consignees of Cargo are requested to send in their Bills of Lading to the Underigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DOUGLAS LAPRAIK & Co.,
Agents.

Hongkong, May 21, 1877.

COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. *ANADYK*.

NOTICE.

CONSIGNEES of Cargo per S. S. *Supra*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before To-day, at 11 a.m., requesting it to be landed here.

Bills of Lading will be countersigned by the Underigned.

Goods remaining undelivered after Saturday, the 8th Instant, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

H. DE POEY,
Agent.

Hongkong, June 28, 1877.

Notices to Consignees.

NOTICE TO CONSIGNEES.

THE AMERICAN SHIP *LEADING WIND*, FROM ANTWERP.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Underigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

MEYER & Co.,
Agents.

Hongkong, July 2, 1877. j19

To-day's Advertisements.

FOR SINGAPORE AND PENANG.

The British Steamer

"*THALES*,"

Capt. COLES, will be despatched for the above Ports on SATURDAY Next, the 7th Instant, at 3 p.m.

For Freight or Passage, apply to

AH YON,
Praya West.

Hongkong, July 4, 1877. j17

FOR SWATOW, AMOY & FOOSHOW.

The Steamship

"*YESSO*,"

Capt. S. ASHROD, will be despatched for the above Ports on TUESDAY, the 10th Instant, at Noon.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
Agents.

Hongkong, July 4, 1877. j110

FOR SALE.

POLLINARIS WATER, in Cases of 50 Large Stone Bottles, \$9 per Case.

WIELER & Co.,
Agents.

Hongkong, July 4, 1877. j11

SHIPPING.

ARRIVALS.

July 3, *Nuevo Constante*, Span. schooner, 203, Oriarte, from Tayabas, Timber, Remedios & Co.

July 4, *Gohak*, Siamese barque, 580, J. Dentan, Bangkok June 17, Rice, Chixesa.

July 4, *Theresa Behn*, German barque, 450, J. Steffens, Cardiff March 28, Coal, Siemens & Co.

July 4, *Amoy*, British steamer, 814, G. H. Drewes, Shanghai June 23, and Swatow steamer, 681, R. Gibbon, Shanghai June 30, 4 p.m., General.—O. M. S. N. Co.

July 4, *Hibernia*, British brig, from Whampoa.

July 4, 4.30 p.m., *Fernow*, British steamer, 700, Von Borgen, Saigon June 30, Rice.—CHINESE.

DEPARTURES.

July 3, *Cap Horn*, for Manila.

3, *H.M.S. Curlew*, for Macao.

4, *Thingwall*, for Saigon.

4, *Douglas*, for Coast Ports.

4, *Spartan*, for Manila.

4, *Mikado*, for Shanghai.

4, *Golden Horn*, for Singapore.

CLEARED.

Marie Louise, for Bangkok.

PASSENGERS.

ARRIVED.

Per *Amoy*, from Shanghai and Swatow, 76 Chinese.

Per *Yungking*, from Shanghai, 28 Chinese.

Per *Fernow*, from Saigon, 10 Chinese deck.

DEPARTED.

Per *Spartan*, for Manila, 3 Europeans, and 9 Chinese.

Per *Thingwall*, for Saigon, 2 Europeans.

Per *Douglas*, for Coast Ports, 350 Chinese.

Per *Golden Horn*, for Singapore, 221 Chinese.

SHIPPING REPORTS.

The Siamese barque *Gohak* reports: Left Bangkok June 17th, and had strong S.W. wind up to the Macdiesfield Banks; thence light airs and calms to arrival.

The German barque *Theresa Behn* reports: On the 26th of February left Cardiff Roads, and were 23 days to the Equator, 12 days to Cape of Good Hope, 109 days to Sunda Straits, whence had a 17 days passage to Hongkong. Had strong S.W. winds from Gaspar Straits to the Paracels, and thence to port light baffling winds and squally weather. On the 2nd July experienced a strong gale from East to E.N.E.

The British steamer *Amoy* reports: Had strong S.W. wind and cloudy weather throughout. Left Shanghai at 2 a.m. on the 30th, arrived in Swatow at 6 a.m. of the 2nd, and left again at 5 p.m. of the 3rd, arriving in port at 2 p.m. to-day.

On the 1st July, spoke the British ship *Leicester*, from Hongkong bound North.

The Chinese steamer *Yungking* reports: Light S.W. winds and fine weather till night of 2nd, thence experienced heavy gale from N.E. with heavy sea. Latter part light variable winds and fine weather.

The British steamer *Fernow* reports: Strong South-westerly winds during first part, and light variable winds, principally North-easterly, during the latter part of the passage. All well.

MANILA SHIPPING.

Arrivals.

May 28, *Popple*, from Cebu.

30, *Teresa*, from Hongkong.

30, *Holyrood*, from Amoy.

30, *South American*, from San F'cisco.

June 1, *Conchita*, from Mariana Islands.

1, *Emeralda*, from Amoy & Hongkong.

1, *Clifton*, from Liverpool, &c.

1, *Victoria*, from Singapore.

1, *Villa de Brindisi*, from Hongkong.

1, *Farragut*, from California.

1, *Emeralda* (bark), from Hongkong.

1, *Kapuhdo*, from New Caledonia.

11, *Josephine*, from New Caledonia.

16, *Paragua*, from Singapore.

19, *Emeralda*, from Hongkong.

21, *Casta*, from Hongkong.

22, *Advance*, from Singapore.

Departures.

May 30, *Paragua*, for Singapore.

June 4, *Bertha*, for London via Singapore.

4, *Panny*, for Saigon.

6, *Pasig*, for Hongkong.

7, *Emeralda*, for Hongkong.

9, *Holyrood*, for Hongkong.

12, *Teresa*, for Saigon.

14, *Cristoforo Colombo*, for Hongkong.

14, *Salvadora*, for Singapore.

14, *Carajah*, for New York.

Shipping Intelligence.

The following is corrected from the latest London and Colonial Papers:—

VESSELS TO ARRIVE.

AT HONGKONG.

When left. Name. From. Remarks.

22, Sophie, New York.

10, O. R. Bishop, London (Falmouth 17).

12, Woodhall, Hamburg.

5, Carrizal, Cardiff (Brest Feb. 23).

19, Cactus O., Cardiff.

19, Malpu, Cardiff.

27, Gold Hunter, Cardiff (Spk'n Mar. 1).

28, Janet Ferguson, Glasgow v. S'pore.

Mar. 1, R. A. J., London.

1, Isles of the South, Cardiff.

2, Paracels, Cardiff.

3, Nimbus, Cardiff.

9, Kghidre, Antwerp.

16, Antwerp, Cardiff.

16, George Croshaw, Cardiff.

17, D. McB. Park, Sunderland v. S'pore.

19, Victoria, Liverpool.

19, C. W. Cochran, Liverpool.

19, Cygnus, Cardiff.

20, Springfield, Cardiff.

20, Warrior, Cardiff.

20, George, Cardiff.

22, Birling (s.), Cardiff.

22, May Queen, Cardiff.

27, Scindia, London.

27, Fortuna (s.), Antwerp.

28, Commissary, London.

Apr. 8, Rota, Cardiff.

7, Sydham, Cardiff.

10, St. Elph, London.

10, Adolph, Hamburg.

11, Benefactor, New York.

11, Woodhall, Antwerp.

11, H. S. Sandford (s.), Cardiff.

18, Vega, Hamburg.

18, Fenashaw, Antwerp.

18, Antipodes, Cardiff.

18, Titan, Penarth.

May 8, Staghound, Liverpool.

4, James Shepherd, London.

7, Woodville, Hamburg.

10, David, Antwerp.

11, Naworth, Antwerp.

11, Papillon, Newcastle (N.S.W.).

12, Peruvian, Liverpool.

12, Olandos, Cardiff.

18, Lorne (s.), London.

18, Alata, Melbourne.

18, Sophia, Liverpool.

18, F. d'land Brumm, London.

18, Meteor, Hamburg.

18, Melusine, Penarth.

18, Onida, Deal.

18, Hesperia (s.), Gravesend.

18, Nestor (s.), London.

24, Kate Carnie, London.

Dec. 27, Undine, London.

28, City of Aberdeen, London.

Mar. 8, Callor Ou, Cardiff.

10, Sir Lancelot, London.

15, Coldstream, New York.

24, Wigton, London.

28, Isle of Erib, Greenock.

Apr. 6, Corea, London.

6, Messenger, New York.

7, Saracen, New York.

10, F. B. Watson, Cardiff.

18, Strathern, New York.

18, Rachel, Sydney.

28, Duke of Abercorn, London.

May 2, Goodell, New York.

5, Abbey Cowper, London.

12, Edward Barrow, Antwerp.

12, Atlanta (s.), Cuxhaven.

19, Norman Court, Gravesend.

Mar. 18, Bessie Morris, Swansea.

27, Maxima, Swansea.

Dec. 28, Ino, Greenock.

Mar. 7, Alcantia, Cardiff (Spk'n June 24).

25, Babylon, Newcastle (N.S.W.).

LOADING FOR CHINA AND JAPAN PORTS.

At London.—Steamers via Suez Canal, Glenroy, Atholl.

Sailing Vessels.</

brave man who merits all the regret we can spare him. Everything was lost except some official despatches, placed in the hands of the agent des postes."

Police Intelligence.

(Before James Russell, Esq.)
July 4, 1877.

UNLAWFUL POSSESSION.

Low Ashing and Keung Lim Fook, coolies, were charged by P. C. Grimble with the unlawful possession of a box containing clothing, \$4 and a pair of bangles. The last defendant said the box belonged to his aunt, while the 2nd denied any knowledge of it. It was discovered that this box was stolen from a coolie house at East Point. The defendants were sent to 4 months' hard labour each.

BREACH OF THE REGISTRATION ORDINANCE.

Tam Ting, a shop-coolie, was charged with a breach of Section 81 of Ordinance 7 of 1866, by representing himself to be a householder and offering to secure a hawk; he produced a registration ticket which had not been issued to him. Fined \$5 or 21 days' hard labour.

PETTY THEFT.

Wong Asing, a hawk, was sent to 14 days' hard labour for stealing a pair of shoes.

DRUNKENNESS.

James Crossman, an engineer out of employ, was charged with being drunk in the street. The defendant said he was in the P. & O. service. He was in the *Della* before, and when that steamer was sold to the Japanese Government, he was taken over, but was discharged subsequently. He had nothing to do now, and wished to get away. The Magistrate discharged him and referred him to Mr Lind, Superintendent of the P. & O. Company.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before His Lordship the Chief Justice, Sir John Smal.)
4th July, 1877.

Duff v. Inglis.

Mr Hayllar, C. C., instructed by Messrs Sharp, Toller and Johnson, appeared for the plaintiff, and Mr Francis, instructed by Messrs Stephens and Holmes, appeared for the defendant.

This was an action for a decree of the Court ordering an account to be taken of a certain trust estate, comprised in and assigned by a certain deed of settlement executed by the marriage of Mrs Caroline Matilda Smithers with one Robert Oswald Browne, in July 1863, and for payment of such monies in the said trust estate as may be found due to the plaintiff, Mrs E. H. Duff, a daughter of the said Caroline Matilda Smithers.

Mr Hayllar opened the case for the plaintiff, and said Mrs Smithers had three children, two daughters and one son, and the question before the Court was for an order to take an account of the trust estate in favour of Mrs Duff under a deed dated the 10th July 1863, made between Mr Browne and Mrs Smithers on account of some property settled on her. Mr Browne married Mrs Smithers, a widow with four or five children, and a settlement was made before the marriage.

Mr Browne died and Mrs Browne in 1869, married Mr John Inglis, the defendant. The trustees under the old deed resigned, and Mr Inglis was appointed the sole trustee of this estate. He took possession of the property and continued in possession or to administer it up to the present time. The plaintiff, of course, did not know what was the value of the estate now, except on the statement of Mr Inglis. Mrs Inglis afterwards died on the 31st August 1872, and this daughter, Miss Smithers, in the beginning of January 1876, married Mr Duff, and at the time of her marriage Mr Inglis gave her a paper in the form of a certificate shewing the amount of her share in her mother's property, and it was for Mr Inglis to explain what he meant by this certificate which was to the following effect:—"To Mrs T. W. Duff:—I hereby certify that the firm of John Inglis & Co. have to pay you \$17,033 on the day you become 21 years of age, on account of the money invested in that firm by the writer as the trustee for the late Mrs Inglis. On coming of age, you can apply for the money or have it with the firm at ten per cent. per annum." That was substantially what the plaintiff had been asking from the time she became of age. She had been asking for the money ever since. There was an error in this certificate which Mr Inglis was probably unconscious of when he drew up the paper, because according to the terms of the deed, the plaintiff was really entitled to have her money upon marriage. However, nothing would turn on that point now, because the plaintiff was already 21 years of age, and what they came into Court now was for this \$17,033 at ten per cent. A great deal of correspondence passed between the parties touching this settlement. Mr Hayllar then proceeded to read the note dated the 21st April 1877, in which the defendant said that having gone over the papers, he decided to pay the money as soon as the firm could do so, and that the money would be paid on the Monday following. Referring to the pleadings, the learned counsel said the answer to the petition were that a great deal of money had been expended in the maintenance of the plaintiff, but they had even no accounts and could not say what the amounts were. It was unfortunate that an outside person was made the plaintiff was entitled to the \$17,033 according to the defendant's own admission.

Mr Francis said if his learned friend relied on that certificate alone, probably they would not have been in Court now. But a claim for more was put in.

Mr Hayllar said they did not ask for more, but he was obliged to frame his petition in that form. If the defendant was willing to pay the \$17,033, probably they might settle the matter.

The Court was accordingly adjourned sine die to enable the parties to come to an arrangement.

CORRESPONDENCE.

CHINESE GUILDS.

To the Editor of the "CHINA MAIL."
Hongkong, July 4th, 1877.

Sir,—The action of the different Chinese guilds lately has shown them to possess a power over the business of the

Colony which in many ways is to be regretted. Their unity of action, as displayed in recent cases, is directed without exception against the European merchant, and it would be difficult to cite an instance of the guilds considering a case of injustice done by any of their members to Europeans. The advantage to the Chinese, of these powerful combinations is evident, but to us what are the benefits? The Chinese are not rendered more amenable to our laws from the fact of their belonging to the guilds; indeed the guilds support their members in open infractions of law, which the European, well knowing the result of isolated action on his part, submits to. Is the credit of its individual members improved by the fact of their belonging to the guild? The experience of all is to the contrary.

It is a dangerous sign when the power of these guilds is exercised as it has lately been without remonstrance on the part of Europeans, and unchecked by authority, because no remonstrance has been made. It is my deliberate conviction that the operation of the guilds is illegal, usurping the place of law and in violation of it, that the power they possess and use is not in the end of justice, and finally that the Chinese know their power to be what I have described it. The possession of arbitrary power tempts to its misuse, and especially in this case with the Chinese who have been accustomed in their own country to so little liberty of action. I say this well knowing the influence even at Peking of certain guilds, but for this influence there is a corresponding price demanded, the reason for which in the case of this Colony does not exist.

Combination among Europeans, except for purposes of defence, or individual safety, has in China proved a lamentable failure. We all know that this is so, and I think we all regret it. I am not sure that combination to resist the guilds would be advisable, even if it were possible to organise a homogeneous opposition.

My remedy would be either the control of the Guilds by Government, or the participation in their decisions by Europeans appointed by Government, or both. This would only be a partial remedy of a commercial disease, but we must sacrifice thoroughness in this case, in consideration of the delicate organisation of the subject.

Yours truly,
EUROPEAN.

A SUGGESTION.

To the Editor of the "CHINA MAIL."
Hongkong, July 4, 1877.

Sir,—As an admirer of Captain Walker's (28th Regt.) map, illustrating the Seat of War of the present Russo-Turkish campaign, that are to be seen at Messrs Lane, Crawford & Co.'s Store, I beg leave to suggest to that skilful officer that, in the absence of the necessary appliances for reproducing copies thereof in the Colony, the same may perhaps be photographed, thus allowing an opportunity to many of his friends and the public in general who take an interest in the present war to possess a copy of those maps for reference upon receipt of intelligence which reaches here now and then.

There is, in my opinion, an amateur artist of much celebrity in this Colony in the person of Mr Afong, who, if called upon, will no doubt execute the work with much credit to his name.

Thanking you for publishing the above.

Yours obediently,
MAO.

Manila.

(From the Manila Papers.)

A public sale of tobacco leaf of 1876 crop was announced for the 7th July, when several thousand quintals will be disposed of, and the following are the details of the sale:—500 quintales 1st Isabella, in 10 lots, at \$80 and upwards per quintal; 3,800 quintales 4th Isabella, in 38 lots, at \$12 per quintal; and 3,700 quintales 4th Cagayan, in 37 lots, at \$14 per quintal.

In the steamer *Gloria*, which was wrecked near Singapore lately, there was about 8,000 quintales of tobacco on Government account amongst other cargo lost, and which was quoted at the lowest rate of \$14 per quintal, amounted to a value of \$112,000. This tobacco, with the authorisation of the supreme Government, was forwarded uninsured, and thus the Spanish Exchequer became the loser of a somewhat considerable sum.

It is said that the Government has not accepted the proposition for the steamer of the *Olanoy* Larings line to carry the mails between Europe and the Philippines.

Nearly every article of food at present in Manila is rising in price, and the bakers, in consequence of the dearth of flour, instead of asking a higher price for their goods, are supplying their customers with bread of smaller size than usual.

The *Comercio* of the 22nd June says that there are already in the market great number of canaves of rice, lately brought from other parts, the quality of which seems to be not bad. With this stock and other shipments of greater consideration and from the same source which are expected, we have no doubt that the high price which in a short period this important and most necessary grain has attained, will come to its normal price.

A correspondent at Vigan (Ilocos Sur), writes under date June 10, that about ten days ago a few merchants arrived there from the British India with some Japanese curios which are being sold with good profit.

A sulphur mine has been discovered in a hill in the province of Lette.

The *Emeralda* brought from Hongkong on the 19th June three camels, and they are now being exhibited to the public. As they are the first animals of their kind that have ever visited Manila, they are the object of much curiosity and admiration, and their owner will, no doubt, make some money in this speculation.

Japan.

(Gazette.)

A small shock of earthquake was felt yesterday (June 19th) at a quarter past noon.

The native journals report that large quantities of Hachigai silk were expected to arrive on the Yokohama market to-day (June 20th.)

A suit is pending—the *Mitsui Bishi*

Company vs. Her Majesty's Government, arising out of the damage sustained by the *Ohikiki-Maru*, the property of the Company, while in collision with H. M. S. *Audacious* on the evening of Monday, the 11th inst. The suit is for compensation for injuries received by the *Ohikiki*, and demurrage at the rate of \$300 per diem, making the total amount claimed so far a sum of about \$5,000.

The *City of Peking* left San Francisco on the 20th instant and may be looked for about the 9th proximo.

The following table of exports and imports from and to Japan and Corea during the month of May, is published in a native paper.

Exported to Corea.	
Article.	Value.
Rice	5,543 koku Yen 28,399.10
Barley,	930 " " 2,542.29
Ground Barley, 1,580	" " 4,891.41
Miscellaneous.....	" " 38,004.65

Imported from Corea.

Miscellaneous Articles, value, yen 14,888.13. During the same month 50 junks left Corea for Japan and 69 junks arrived there from Japan. The total number of Japanese residents in Corea is 232.

The Brit. bark *Union* is loading at Nagasaki for Yokohama.

During the fire on the Bluff an attempt at incendiarism was made upon the premises of Mr Dillon, skilled water manufacturer, No. 88, Main Street. The incendiary had saturated a rag with Japanese oil, placed it upon a shelf in the shop, and, having deliberately lighted it, made good his retreat. The time was villainously well chosen for the attempt, while all the inmates, Japanese and foreign, of the establishment were absent. Luckily, however, as soon as the flames spread to the paper and woodwork of the wall, a passer-by was attracted by the smoke issuing from the door which the incendiary had left open, and the damage was arrested before it had time to become extensive. A Japanese servant recently discharged is suspected of this dastardly outrage.

THE INSURRECTION IN JAPAN.

(Tokio Times.)

The government troops in Kiushu are surely, though with exceeding slowness, driving the rebel bands before them, and the latter now appear unable to hold any important position which the Imperialists assail. A very complete review of the situation is given in the extracts from a Japanese newspaper of this city which we reproduce elsewhere. The duration of the struggle is still matter of uncertainty, but the ultimate discomfiture of the insurgents is seriously questioned by nobody. Retainers of the ex-daimios have responded with remarkable alacrity to the recent call of their former lords, and arrive daily in Tokio, in great numbers, to offer themselves for service in the loyal army. It is reported that the Emperor, with his household, will remain in Kioto throughout the summer.

FIRE AT YOKOHAMA.

Last night (June 20th) at about half-past nine o'clock the fire-bells gave warning of a fire at the Bavarian Brewery, No. 68. Dense clouds of smoke rolled out from the burning building, which led to the conclusion that the entire premises were gutted, more especially as flames burst through the roof at one end. Crowds of foreigners and natives were soon on the spot; fire-engines began to arrive from all directions; and their crews were rushing about for some time first to one well and then to another in hopes of getting a supply of water, but none was to be obtained. The well on the premises had a small supply, and an engine was soon fixed close to it, but had scarcely commenced to draw when the gear got out of order, and its efforts were rendered futile. After a long time had elapsed some one suggested the fish-pond at the bottom of Hegt's hill as a source from whence a good supply of water could be procured. With great alacrity three engines established connection with the pond, and the hissing of the much desired fluid was in a few moments heard as it poured upon the flames. In the meantime, though there was plenty of smoke from a stack of damp malt which had caught fire, the flame was burning but slowly and making but little headway.

With efficient direction of affairs there is no doubt that the fire might have been extinguished before the engines began to play. As it was confusion reigned supreme: every one employed seemed to be working on his own account; and the only actual service rendered was by some Japanese who had boldly placed themselves on the roof, and fought the flames at close quarters. But after supplies of water had been brought to bear upon the burning mass, first from the fish-pond before mentioned, and next from Messrs. Copeland and Wiegand's pond in Spring Valley, and a fire party had arrived from H. M. S. *Audacious*, the flames were soon mastered and cut off from the main building, and by eleven o'clock all danger of the disaster spreading was over.

For some time, however, the houses in the vicinity were in imminent peril, as burning fragments of wood borne by the breeze, fell down and striking but little headway, were alight for some time. Fortunately, however, the only damage done was to the narrow systems of the occupants of the dwellings.

The origin of the fire is ascribed to the fact that malt was going on; and it is supposed that the furnace was overheated, and so caused the malt that was in process of drying to catch fire. Altogether about 100 bags of malt and the whole of the machinery, were destroyed, though but a small portion of the building fell a prey to the flames. The small amount of damage is due to the substantial character of the structure rather than to the well-meant, but mismanaged efforts of the bystanders before water was procured. The malt was not insured; but we hear that the building was—*Japan Gazette*.

THE 81-TON GUN.

On the 4th of May interesting and important experiments with this gun were resumed at Shoeburyness, with a view of again testing its powers. One important purpose of the practice was to ascertain if the gun's powers would be so increased by the chambering as to justify the chambering of the four weapons of the like calibre which are now being "built" for the Inflexible.

The gun was quickly loaded by Sergeant Tristram's experimental gun detachment, a picked body of men who have had a wide experience of gun works. The charge this time was 420 lbs. of the pebble powder, the enlarged chamber permitting the addition of 50 lbs. of powder to the former charge of 370 lbs.

The projectile was a blind Palliser shell, the same as on the former occasion when firing at the target, the weight being the same as before—1,000 lbs. The projectile was a studied one, and the gas-chamber used on its base was one known as the "Lyon," this being the expanding copper ridge which on the explosion would expand and fill the rifling, and thus give the full energy of the exploded powder to the mass of the gun had to throw. The work of loading the gun and sighting her on the target took but a very few minutes. The shot of the last firing was "low, rather to the left," and the aim was now taken "high, and rather to the right." The electric communication for firing was then set to the gun, and the bugle sounded for all on the range to retire to the shelter of the bombproofs.

The gun was fired, and the explosion which followed was a sudden roar, and without the shock which used to be experienced when the firing was over the sands, a strong wind was blowing off the range, and the report was carried across the water, but it was afterwards ascertained that three miles off, Southend way, some of the inhabitants heard a rattling of their windows.

When an interval had elapsed—a sufficient interval to allow of any scattered pieces to come to the ground—the company ran from their shelter. The gun fired was first inspected, and it was seen that her machinery had worked admirably, for the gun had run back 55 ft. on her tramway, which rises slightly, on delivering the shot, and then had run down to the firing-point. The target was then inspected, and the result of the shot was soon seen. The shot had, like the one in February, penetrated three plates and the teak intervals to all four, but the increased energy on this occasion was seen in the work it had effected on the fourth plate, in comparison with that effected by the shot in February. The part of the plate, the fourth or outward one, struck by the February shot was cracked and slightly bulged, but the part of this plate struck by the shot just fired was normal position, and in place of being only cracked, as in the other case, it was broken across the edges of the broken part gaping wide and showing the head of the shot, which had gone further in distance than the 47 inches of iron and teak of the target. The cracks radiated in all directions. The powerful frame-work behind the target, placed there to sustain it against any blow, had been greatly shaken, and a 16-inch timber beam was shattered in fragments by the force of the pressure. Viewed from the front, it was seen that the shot, with the enormous energy with which it had come into contact with the target, had "set up"—that is, it had closed up towards the head, and the character of the metal being changed by the concussion, the rear part of the Palliser had crumbled into pieces, some of these being no larger than walnuts, while the gun-metal studs and the copper gas-chamber were separated from the white metal, and were also in fragments.

The initial velocity of the shot—the speed at which it had left the mouth of the gun—was registered at 1,600 ft. a second, and the striking velocity—that at which it came into contact with the target—at 1,685 ft. a second. In February the shot fired with 370 lbs. of powder made an initial velocity of 1,500 ft. a second, and a striking velocity of 1,496 ft. a second. The velocity registered on the 4th was the highest known, it is said, and fully accounts for the base of the shot "setting up" in the manner described.

The pressure upon the chamber of the gun was taken after the shot, and it was found that the mean pressure was under 20 tons. A cast was taken of the interior, and the facts came out clearly that the gun was in the same condition she was in before firing—that the slight fracture known as the "crack" had not altered in the least, and that there was nothing to prevent her from being fired if the Committee should desire to fire with a steel shot, so as to test to the utmost the powers of the gun. The Committee decided not to fire any more shots on this occasion, but to consider and weigh fully the results before proceeding further. It is not known, therefore, yet whether the gun will be sent to Woolwich to have a new steel lining, as is intended shall at some time or other be done, or whether further experiments will be carried out with her in her present position.—*Times*.

THE AMERICAN ARMY.

A telegram published a few days ago announced that the War Department at Washington "had ordered the discharge of 2,500 soldiers, thus reducing the United States army to 25,000 men." It is possible that there is some error in this statement, for according to Act of Congress the number of enlisted men in the ranks after 1875 was limited to 25,000, and the actual returns for January 1876, showed that this point of reduction had been attained. There can, however, be little doubt that the War Department under the new Secretary, Mr. Key, will continue the policy of gradually pruning down the numbers of the standing army, and that ultimately a much lower point will be reached, as low, perhaps, as that at which the military strength of the Union stood before the war. The Democratic majority in the late House of Representatives made an effort to carry out this conception thoroughly, but their attempts were unsuccessful. Their action was prompted in part by jealousy of General Grant's supposed military influence, in part by a desire to remove the means by which the South had been coerced, but chiefly, perhaps, by party traditions; for the antipathy to a standing army, so long nourished by popular parties in England, and still curiously surviving in the annual discussion of the Mutiny Bill, existed and still exists in an exaggerated form among our American kindred. Hardly was the struggle for independence over when Congress disbanded almost the whole force under arms, and even, it is said, intended to place a permanent limitation upon the number of soldiers to be raised at any time in any circumstances. It was actually proposed that the limit should be fixed at 5,000 men, but Washington crushed the proposition with an unexpected stroke of humour. He suggested the addition of a clause providing "that no enemy shall invade the United States with more than 3,000 men."

In 1780 there were under 1,800 men in the ranks, but gradually the exigencies of increasing territory, of conflicts with Indians and Mexicans and of bickerings with Great Britain, Spain, and other Powers, compelled slight additions until in 1861, when the Civil War broke out, the army consisted of nineteen small regiments, containing about 14,000 men. Of these two-thirds went over to the Confederacy. The extraordinary exertions made during the secession struggle need not be noticed here. At the close of the struggle more than a million of Federal volunteers were under arms, all save 11,000 of whom, temporarily retained for service, were mustered out before the 1st of November, 1865. In the following year the number of the regular army were fixed at 30,000 by Act of Congress. Another Act of 1870 reduced those numbers still further to 20,000, and as we have mentioned, a still later Act limited the rank and file, after 1875 to 25,000. It is possible that the reduction which Secretary Key has now ordered is a further step in the same direction, for the statement that the maximum of 25,000 has now been maintained after the discharge of 2,500 men is unintelligible. The Army and Navy Journal of the United States last year states that the "active army" consisted of 22,330 men, and the non-combatant forces, including the staff, the West Point instructors and cadets, the signal service, the retired list, and so on, of 2,978 men. These were scattered over the four military divisions—the South, the East, the Missouri, and the Pacific—into which the United States has been divided. Owing to the demands of the war against Sitting Bull and his Indians, two-thirds of the available forces were at that time

quartered in the Missouri division, chiefly upon "the Plains." During the excitement of the presidential contest the number of troops in the South was largely increased, and there are still considerable Federal garrisons in Louisiana and South Carolina. But since the settlement of the political difficulties in those States the necessity for the presence of troops has disappeared, and Mr Key probably looks to the speedy evacuation of the South as a ground for enabling further reductions in the strength of the army. Another reason may be that the department is actually short of money, for last session of Congress ended without the passing of the usual appropriations, and President Hayes has thought it desirable to postpone the meeting of the Houses until October. We should not be surprised if a reduction of the military expenditure, amounting in 1877 to 40,000,000 dollars, or nearly \$2,000,000, were made a prominent feature in the domestic policy of the new Administration. It would be supported by nearly all the Democrats and by a powerful section of the Republicans; but it would of course be unpopular with the extreme Radicals, who have not yet relinquished the hope that some sort of impudence on the part of the South may give the war politicians an opportunity of renewing their faded glories and of restoring their shattered power.—*Pall Mall Gazette*.

A SUCCESSFUL DREAMER.

In the latter part of December the *Ida May* was made fast to a wharf near the mouth of the Kennebec river. Mr. Gove was left in the sole charge of the vessel, and in course of time, he went below and "turned in."

Mr. Gove's berth was both short and narrow, and by no means the sort of place which would be selected by an experienced dreamer for the comfortable practice of his art. Nevertheless, after remonstrating gently but firmly with the rats, and expressing the hope that they would have the decency to avoid meddling with his nose, he inserted himself into the berth and fell asleep. So far, there was nothing extraordinary in his conduct; but after an hour or two he began to dream not in an idle and frivolous way, but an earnest attention to his own interests and those of the owners of the *Ida May*, which challenges our warmest admiration.

Mr. Gove dreamed that some unknown person touched him on the shoulder and said, "You will be drowned." The touch instantly awoke him, but though the remark of his visitor still sounded in his ears, there was no one visible. His first impulse was one of indignation against the rats, and he expressed at some length his estimate of the character of a rat who would deliberately make a man up in the middle of the night by whispering discouraging remarks in his ear. In a few minutes, however, Mr. Gove remembered that he had never before been spoken to by a rat, and he hence rapidly came to the conclusion that the person who had so mysteriously prophesied his death by drowning could not be one of the sloop's regular complacent rats. As he was quite certain that there was no human being but himself on board the vessel, he felt that the only true explanation of the dream, and was really about to be drowned. Having come to this conclusion, he decided that if he was going to be drowned he might as well get up and go on deck, where he could witness the spectacle; so he hurriedly drew on his boots, put on his hat and sought the deck.

As soon as Mr. Gove reached the deck he saw that one side of the sloop had been caught under the projecting edge of the wharf, and that the rising tide would soon cant her over so that she would fill and sink. He instantly seized a handspike and pried the vessel loose, thus extricating her from a danger that must have proved fatal had he not discovered it in time. Had he remained in his berth it is morally certain that he would have been drowned, and it is equally sure that he would have remained there had he not dreamed the prudent dream.—*N. Y. Times*.

Quotations.

HONGKONG, July 4, 1877.

OPIMUM.—New Patna, cash, \$565 1/2
" Old Patna, cash, 552 1/2
" New Benares, cash, 542 1/2
" Old Benares, cash, 545
" New Malwa, cash, 575
" Old Malwa, cash, 595
" Allowance Taels, 16 a 82
" Allowance Taels, 24 a 43

CAMPFIRE, ... 19.00
SILVER, ... 62.50 a 63.50
SALTPETRE, ... 7.10 a 7.75

Exchange.

Bank, on demand, ... 4 1/2
" 30 days' sight, ... 4 1/2
" 6 months' sight, ... 4 1/2
Documentary, 6 months' sight, ... 4 1/2
Bombay, demand Rupee, ... 281
Calcutta, ... 281
Shanghai, demand, ... 74 1/2
" 30 days, ... 75 1/2
Bar Silver, 17, dwt. 2, ... 8 prem.
Mexicans, ... 1 1/2
Gold Leaf, ... 25.50
English Sovereigns, ... 4.98
Australian Sovereigns, ... 4.98
Discount, ... 9 a 10

Shares.

Hongkong Bank, 37 1/2 prem.
Union Ins. Society of Canton, \$750
China Traders' Ins. Co., \$2,075
Yonghe Insurance Co., \$250
H.K. Fire Ins. Co., \$475
China Fire Ins. Co., \$450
H.K. & W. Doak Co., 27 1/2 dia.
H.K. O. & M. S. Boat Co., 7 1/2 dia.
Shanghai Steam Navigation, Ltd, 23 1/2
Hongkong Hotel Co., \$66
Chinese Imperial Loan, \$108

Temperature.

Taken at Messrs. Falconer & Co.'s Premises, Queen's Road.

HONGKONG, July 4, 1877.

BAROMETER—9 A.M. ... 29.838
Do. 1 P.M. ... 29.810
Do. 4 P.M. ... 29.804

THERMOMETER—9 A.M. ... 82
Do. 1 P.M. ... 82 1/2
Do. 4 P.M. ... 83 1/2
Do. (Wet bulb) 9 A.M. ... 81 1/2
Do. Do. 1 P.M. ... 81 1/2
Do. Do. 4 P.M. ... 81 1/2
Do. Maximum ... 84
Do. Minimum over night ... 80

Mails.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE, ADEN, SUEZ,
ISMAILA, PORT SAID, NAPLES,
AND MARSEILLES;
Also,
BOMBAY, MAHE, ST. DENIS, AND
PORT LOUIS.

ON SATURDAY, the 7th July,
1877, at Noon, the Company's S. S.
H. O. G. L. Y. Commandant, REVENIR,
with MALES, PASSENGERS, SPELLE,
and CARGO, will leave this Port for the
above places.

Cargo and Speeds will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for
the principal places of Europe.

Cargo will be received on board until
4 p.m., Speeds and Parcels until 3 p.m.
on the 6th July, 1877. (Parcels are
not to be sent on board; they must be left
at the Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

H. DU POUY,
Agent.

Hongkong, June 26, 1877. jy7

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL

and
UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES

AND
ATLANTIC STEAMERS.

THE S. S. "GALLIC" will be de-
parted for San Francisco via Yoko-
hama, on FRIDAY, the 13th July, at
3 p.m., taking Cargo and Passengers for
Japan, the United States and Europe.

Connection is made at Yokohama, with
Steamers from Shanghai.
Freight will be received on Board until
4 p.m. of the 12th proximo. PARCEL
PACKAGES will be received at the Office
until 5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.

Return Passage Tickets available; 6
months are issued at a reduction of 25 per
cent. on regular rates.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, June 20, 1877. jy28



STEAM FOR

Singapore, Penang, Point de Galle,
Aden, Suez, Malta, Brindisi,
Ancona, Venice, Mediterranean
Ports, Southampton,
and London,

Also,
Bombay, Madras, and Calcutta.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
"CATHAY," Captain DUNDAS, will leave
this on SATURDAY, the 14th July, at
Noon.

For further Particulars, apply to
A. LIND, Superintendent.

Hongkong, July 2, 1877. jy14

To Let.

TO LET.

THE Dwelling House and Offices No. 1,
D'Aguilar Street, lately in the occupa-
tion of Messrs DOUGLAS LAFFRAIK & Co.
The Dwelling House No. 1, Alexandra
Terrace. Possession from the 1st June
next.

The Dwelling House No. 6, Gough Street.
Possession from the 1st July next.
The Dwelling House No. 10, Gough
Street. Possession from 1st August next.

Apply to
DOUGLAS LAFFRAIK & Co.,
Hongkong, May 16, 1877.

TO LET.

HOUSE Nos. 8 and 9, Seymour Terrace.
House No. 10, Albany Road, lately
occupied by the Rev. R. H. KIPP.
"Bimble Villa," Pok-fu-lum, furnished.
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Hongkong, February 16, 1877.

TO BE LET.

THE Premises No. 33, Queen's Road,
late in the occupation of Taz Bonny
Company, Limited.

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TURNER & Co.,
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Siam and Penang.

Risks accepted, and Policies of Insurance
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NO CHARGE FOR POLICY FEE.

JAS. B. COUGHRAN,
Secretary.

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COMPANY.
(FIRE AND LIFE.)

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Goods in Mats, on Goods on board
Vessels and on Hulls of Vessels in Har-
bour, at the usual Terms and Conditions.

Proposals for Life Insurances will be re-
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for their decision.

If required, protection will be granted on
first class Lives up to £1000 on a Single
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Hongkong, January 4, 1867.

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of Association, Two Thirds of the Profits
are distributed annually to Contributors,
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to the net amount of Premiums contributed
by each, the remaining third being carried
to Reserve Fund.

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General Agents.

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COMPANY.

THE Undersigned are prepared to grant
Policies against Fire to the extent of
£50,000 on Buildings, or on Goods stored
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Discount of 20% on the Premium.

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Agents.

Hongkong, January 1, 1874.

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INSURANCE COMPANY.

Incorporated by Royal Charter and
Special Acts of Parliament.

ESTABLISHED 1809.

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A. D. 1720.

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of India, China and Australia.

Fire Department.

Policies issued for long or short periods at
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Life Department.

Policies issued for sums not exceeding
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HOLLIDAY, WISE & Co.,
Hongkong, July 25, 1872.

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JAS. B. COUGHRAN,
Secretary.

Hongkong, November 1, 1871.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at
Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore B, and those in the body of the
Shipping or midway between each shore are marked C, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.

Section.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers						
Arratoon Apear	Brit. str.	1393	July 3	David Sassoon, Sons & Co.	S'pore, Calcutta, &c.	8th Inst.
Danube	Brit. str.	660	July 2	Yuen Fat Hong	Bangkok	To-day
Douglas	Brit. str.	864	June 29	Douglas Laprak & Co.	Coast Ports	To-day
Emmy	Span. str.	232	June 3	Remedios & Co.	Singapore	To-day
Golden Horn	Brit. str.	1023	June 27	Wm. Pustau & Co.	Shanghai	To-day
Glenfalloch	Brit. str.	1386	July 1	Jardine, Matheson & Co.		
Lotus	Brit. str.	1407	July 3	David Sassoon, Sons & Co.		
Maogregor	Brit. str.	1406	July 1	Gilman & Co.		
Mikado	Brit. str.	1892	June 29	Wm. Pustau & Co.	Shanghai	To-day
Norna	Brit. str.	606	July 8	Kwok Achong	Swatow	To-day
Spartan	Brit. str.	987	June 22	Jardine, Matheson & Co.	Manila	To-day
Tanais	Ech. str.	1735	July 3	Messageries Maritimes	Yokohama	To-day
Thales	Brit. str.	820	May 29	Douglas Laprak & Co.	K'loong Dock	To-day
Thingvala	Dan. str.	1577	June 27	Landstein & Co.	Saigon	To-day
Venice	Brit. str.	1271	July 3	Jardine, Matheson & Co.	S'pore, Calcutta, &c.	Wanchai Pier
W. Coes de Vries	Brit. str.	334	June 4	Hok Moh Leong		
Yangtze	Brit. str.	783	June 28	Stimson & Co.		
Sailing Vessels						
A. S. Davis	Amer. sh.	1399	June 19	P. & O. S. N. Co.		
Batavia	Ger. bge.	888	June 23	Stimson & Co.		
Beethoven	Ger. bge.	340	June 25	Melchers & Co.		
Belted Will	Brit. bge.	812	June 24	Vogel, Hagedorn & Co.	Keelung	Wanchai Pier
Bendultha	Brit. bge.	970	July 2	Meyer & Co.	Shanghai	
Bianca Perica	Ital. bge.	686	June 22	Landstein & Co.		
Bonita	Ger. Sm. sh.	340	June 27	Edvard Schellhaus & Co.	Manila	P. & O. Wharf
Brown Brothers	Amer. sh.	1493	June 9	P. & O. S. N. Co.		
Canton	Ger. bge.	779	June 22	Chinese		
Carl	Ger. bge.	215	July 1	Arnhold, Karberg & Co.		
Charlotte Andrews	Brit. bge.	866	July 1	Rozario & Co.		
Cheng Soon	Siam. sch.	200	April 30	Chinese		
Chinaman	Brit. bge.	680	May 21	Russell & Co.	London	
Corinne	Brit. bge.	395	June 24	Wieler & Co.		
Crested Wave	Brit. bge.	345	July 1	Order		
Daphne	Brit. sh.	954	June 18	Meyer & Co.	Higo	Wanchai Pier
Daphne	Fch. bge.	327	May 28	Stimson & Co.	Labuan	
Evening Star	Brit. bge.	371	June 20	Wieler & Co.		
Fleetwing	Amer. sh.	829	May 7	Olyphant & Co.	New York	
Formosa	Brit. bge.	915	May 29	Russell & Co.	San Francisco	
Frederick Perthes	Amer. bge.	1082	June 1	Order		